

Atlantic Ocean. Aviators have said they can make that trip, but the offer of Lord Northcliffe has not stirred them to any great activity simply because the necessities of the trip require a specially constructed machine and preparations that would require the greater part of \$50,000. Now, however, that there is an additional prize of \$200,000, there is no doubt that aviators will be aroused to make preparations.

Tells of Aina's Preparations.

"I received a letter yesterday from A. A. Vilas, an aviator who flew across Lake Michigan, saying that he and a friend have ordered a special machine from Glenn Curtiss with the idea of making a trip across the Atlantic Ocean."

Aviators have demonstrated the practicability of every stage of the trip excepting the flight over the Atlantic Ocean. Atwood flew from Chicago to New York. Another aviator flew from New York to the Pacific coast. In Europe a remarkable trip was made from Paris to Venezuela and return by Henderson des Moutins, while Jules Vedrines flew from Paris to Cairo. A flight was made from Florida to Havana and a flight has been made across the Mediterranean.

The question of a flight across the Atlantic has been discussed by Des Moutins and by Roland Garros, both of whom have announced their determination to try it. Vedrines also plans to make the flight. Orville Wright thinks that the feat can be accomplished.

Supple Suggests Way.

Henry Harrison Supple, writing in the Scientific American on "How the Atlantic Could Be Most Easily Crossed in an Aeroplane," suggests way stations for a relay trip to Europe.

He says the elements of difficulty in the undertaking are comparatively few in number and of a nature capable of solution, provided there are sufficient funds available, but points out the possibility of the aviator being carried far out of his way by fog or air currents. He thinks that the problem of motor power for the aeroplane is capable of solution either by improvements in the engine or by duplication of the motive machine power in such a manner that the navigator may shift immediately from one engine to another.

Mr. Supple suggests that it is entirely practical to divide the trip so as to bring the various stages well within the limits of the established endurance of man and machine.

"If we take the attempt," he writes, "as being made from America to Europe and examine the possibility of subdividing the trip, regardless of the lanes followed by the existing steamship lines, it is evident that a start from Newfoundland, passing by way of Greenland, Iceland, Faroe Islands and Norway, gives opportunity for the division of the voyage into four sections of not greatly different lengths."

"Following the precedent of railway practice and taking each section to be traversed by men and machines in relay, it would not seem impossible to send a mail bag, for example, to Europe through the air, with the apparatus which is even now at our disposal."

"When this had been successfully accomplished it will be time enough to think about cutting out one or more of the relay stations. The question would be the case of the aeroplane, the provision of four machines, including the one in which the start was made, and the employment of four men. Doubtless such a method would not appeal to the sporting element, which regards the undertaking in the same light as a yacht race or similar event, but when considered wholly as a conservative engineering problem, the plan may be examined upon its merits."

Outlines Around World Course.

He then outlines the course of a trip such as will be followed in the exposition race.

"This makes a journey," he says, "of 24,000 miles, permitting the difficulties of endurance, both of man and machine, to be reduced in far greater proportion and bringing the question of fuel supply into altogether manageable shape."

"It may be said that such a route is altogether undesirable because it begins and ends at wholly useless points and follows unsuitable places en route. The great thing, however, at present, is to demonstrate the possibility of making the crossing at all, and this once accomplished it is probable that important modifications would follow."

"In any case it must be remembered that it is trade routes which create their own destiny. In the meantime it may be desirable to hesitate before demanding from the aeroplane and its operator feats of endurance which have never yet been asked of the locomotive engine or its driver, and be satisfied that the North Atlantic is capable of division into practicable sections for aerial navigation."

DOUBTS FLIGHT CAN BE MADE.

London "Daily Mail" Thinks Aeroplanes Can't Make Trip.

Special Cable Despatch to THE SUN.

LONDON, Feb. 2.—The Daily Mail, commenting on the offer of prizes by the Panama-Pacific Exposition for an airship flight around the world, says that no aeroplane or airship at present in existence is capable of making such a flight.

FORD DENOUNCED AS AN ENEMY OF WORKINGMEN

Socialists at Meeting Blame Him for the Starving Thousands in Detroit.

DETROIT, Feb. 1.—At a Socialist mass meeting in Detroit this afternoon 500 workingmen, many of whom are employed in the automobile factories, denounced Henry Ford and his \$10,000,000 profit sharing plan on the ground that labor has been dealt the severest blow it has received from capital in many years.

"Detroit had for years been an open shop town, but working conditions have not been bad," said Arthur J. Bevers, local Socialist leader. "The bombast and sensation which marked the inauguration of the plan brought 75,000 unemployed workers to Detroit."

"These men are at the point of starvation in the streets. They are offering themselves to employers for starvation wages, and are throwing out of employment the thousands of skilled workmen who have been receiving a fair wage for their labor. The monetary value of skilled and unskilled labor is reduced to a minimum."

"No man employed at the Ford factory is getting even now more than a small percentage of what he should receive. The very fact that the capitalist Ford earns more profits from the sweat of his laborers as to enable him to give away \$10,000,000 in one year is sufficient testimony of the wealth his men are producing, a portion of which they are entitled to."

Heavily laden with banners, the demonstrators, the audience by Russian, Finnish, German and Polish speakers, all of whom received ovations. Several employees of the Ford Motor Company were in the audience.



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VEDRINES HAS PLAN TO 'LOOP THE GLOBE'

French Aviator Describes His Flight From Paris to Cairo.

THANKS FATE AND MOTOR

Says He Expects No Trouble in Crossing Ocean to Australia.

"How I flew from Paris to Cairo" is the title of a dramatic narrative by Jules Vedrines in the February number of Flying. The aviator, giving some impressions of his long flight, speaks about his motor and gives more praise to it than to fate for the success of his trip. Because of the reliability of his motor, he tells of his determination to make a flight around the world.

"On my thirty-second anniversary," he writes, "fate granted me the opportunity of finishing my flight over three continents. I thank fate—but less than my motor. The story of my flight is the glorification of my motor and my apparatus, no bolt or wire of which moved from the time I left Paris to the time I arrived at Cairo. So you need not be astonished when I say with assurance that I will be the first aviator going to Australia. The crossing over the nearest island of Australia is not over 240 kilometers. Nothing to speak of."

"Others loop the loop—I want to loop the globe. In regard to my impressions, I am general, and my greatest emotions. Well, aside from the Taurus Mountains it was just a charming promenade. At Konia the contrary winds called me to the place. The last 100 meters were covered in one hour. That is some record for slowness! But Taurus! The Pyrenees are like hills beside them."

"I had anticipated that Daucourt, by following the gorges, would meet with trouble. In regard to my impressions, I am general, and my greatest emotions. Well, aside from the Taurus Mountains it was just a charming promenade. At Konia the contrary winds called me to the place. The last 100 meters were covered in one hour. That is some record for slowness! But Taurus! The Pyrenees are like hills beside them."

"When I descended again to the warm strata was almost breathless. I had never met such adverse conditions before—and I thought I had met some real rough weather in the British circuit. On leaving Mersina I had intended to get to Beirut in a day, but the Gulf of My motor went so well that I decided to head right toward Beirut, passing somewhat outside of the promontory of Cyprus. I must have been invisible to the people of Cyprus, for I saw nothing. A cyclone compelled me to turn back so I went to land at Tartus. Henceforth there were no more trials."

Beirut I received a warm reception from a population that truly loves France. I shall return there while going to India and will organize a meeting there. At Beirut and Jaffa I met contrary winds and ran out of gasoline. Being 200 meters from the aerodrome that was vexing."

"From Beirut to Cairo the country is very much like a fine vast aerodrome; one can land anywhere, and I recommend it to debuting aviators. "My last leg ended agreeably. I left Jaffa at 9 o'clock and caught the Bruix, which waited for me, eighty kilometers from Beirut. I saw the desert in the distance, and I must say that the sight thrilled me. It invited me on. I made two circles around the boat in order to signal 'Everything all right.' Then I left, going toward the canal of Jaffa. There the wind was favorable and I made it in seventy minutes. Ahead of my schedule, I felt particularly good, and I turned toward the desert without hesitation."

"Of course if I had met with any trouble there the world would have had to wait long for news of me, but I had no misgivings. I felt certain of my motor and my machine. Some way off a not contrary violent winds which cut down my speed to forty kilometers an hour. I easily found Cairo and Heliopolis, although I had no map. The 500,000 scale. I am accustomed to this scale and have no trouble in finding places. "The reception I received here was very touching. I met some old friends and they told me much news. They made me realize what a lonely time the African travelers who travel in the usual way must have. The aeroplane will bring relief to them. It will enable them to make a mile in the same time that they now make a yard, and it will be pleasant travel. "I am going to take it easy for a while, then I will make a tour of the world. This is my story, except that two days ago I baptized my faithful machine Nanette, the name of my little daughter."

WOMEN ROBBED OF HANDBAGS.

One Attacked by Two Men in Park Ave.—Another on Fifth Ave.

Handbags were snatched from two women last night. Miss Mary Macarone, 131 East Thirtieth street was walking in Park avenue near Thirtieth street when two men came up behind her. One held her by the shoulders while the other jerked her hands from a muff and took her purse. It contained \$5. She chased the men for a block, but they escaped. A middle-aged man grabbed a handbag containing \$10 from Miss Margaret Burke of 110 East Thirtieth street as she was passing the Union League Club in Fifth avenue. The man ran south in Fifth avenue and got away.

Map of the North Atlantic, Showing Possible Relay Route for Airships



(Reproduced from the Scientific American.)

MURPHY IS AT WORK TO KEEP HIS MACHINE

Tammany Chief Building Up Bulwarks Against Men Who Plan to Oust Him.

EMISSARIES ARE BUSY

Work Is Being Done Quietly So as Not to Stir Hostile Forces to Action.

Charles Francis Murphy is at work on a plan by which he hopes to retain his grip on Tammany Hall and on the State political machine. Though professing that he is giving little attention to politics, he and his advisers have mapped out a campaign by which they hope to triumph in the fall. That plan is to keep hands off of the Legislature and refrain from trying to influence Gov. Glynn in any way, while at the same time seeking to gather together an apparently new group of strong Democrats to back the Governor in his campaign next fall.

They intend to let Gov. Glynn go ahead with a straightforward administration, carry out reform measures and be free apparently from any of the hindrances and the obstacles of Tammany Hall and hungry politicians.

Emissaries Now at Work.

Mr. Murphy and his allies already have discussed the plan and emissaries have been sent out through the State on the mission of selecting and winning over strong Democrats. The aim of Mr. Murphy and his associates is to carry on their work secretly with the hope of hiding the real facts from President Wilson and from Mayor Mitchell and from the men in this city and throughout the State who are laboring for a reorganization of the Democratic party with the elimination of bosses who have been more interested in obtaining contracts than in letting public officials give the public an honest administration.

It was learned yesterday that Mr. Murphy and his close associates, including his legal advisers, conferred several weeks ago at Delmonico's. They agreed that with the Federal and municipal administration, they had been successful in getting the Federal and municipal administration to work out a plan by which they could get under cover, so to speak, and escape any direct fire from the men who would reorganize Tammany Hall.

Mr. Murphy accordingly called a meeting of his New York city and his up-State allies to discuss the situation, and to decide on what steps should be taken. That meeting was held only a short time ago in Delmonico's.

Politicians at Conference.

The entire list of the men who were present was not available yesterday, but among those present were such men as John H. McCooey of Brooklyn, Congressman Nicholas H. Hayes, former Fire Commissioner, Phil Donohue, Michael J. Walsh, First Deputy State Comptroller, Arthur A. McLean of Orange county, State Senator Blauvelt, W. W. Farley, Excise Commissioner, Patrick McCabe of Albany, John H. Burke of Saratoga, William H. Kelly of Onondaga, William H. Fitzgerald of Erie, and George Van Kenna of St. Lawrence county.

The subject of discussion was "How to carry the State next fall." It was agreed that in view of the antagonism of the Federal Administration and of the officials in power in New York city the best maneuver was to surrender in appearance at least to Governor Glynn and make no fight whatever on his plans for reform and for carrying on an effective work in behalf of the people; to interpose no obstacles to the highway investigation and the inquiry into the canal barge graft charges.

It was agreed that the best policy was not to interfere with the Governor in any way other than in his appointments or in the legislative programme. At the same time the hope was expressed that a number of small offices might be obtained even though the big plums should go to Governor Glynn, from whom no favors could be expected for the organization.

While Murphy and his adherents are supposedly keeping their hands off Albany and the Governor, they will, according to the plan adopted, have a committee of at least twenty-five men. These men will go ahead with the work of pulling the Tammany organization together for the primaries next fall.

The committee men are to go to work throughout the State, winning over leaders and prominent Democrats who seem disposed to desert the organization or ready to ally themselves with the reformers.

McCooey Is Rebuffed.

Such was the plan agreed on. McCooey, who was ready to tackle the job, is said to have approached a Brooklyn politician and urged him to join in the new project. McCooey met with a rebuff. "I am no green goods man," the politician is reported to have said, "and you surely realize that by tying up with such

MAY NAME MEN FOR STATE JOBS TO-DAY

Glynn Expected to Act on the Court of Appeals Vacancies.

HYDROELECTRIC BILLS

They Will Be Presented to Legislature To-day—Big Fight Expected.

ALBANY, Feb. 1.—Some of Gov. Glynn's long delayed appointments to important State places are expected to be announced by him to-morrow night and to be sent to the Senate for confirmation. Chief among these are two Court of Appeals Judges and five Public Service Commissioners. It is expected that the Governor will make his judicial appointments first and may let the others run over a week or so. He also has five members of the State Compensation Board to name.

Legislative activity begins in earnest this week. The Senate Codes Committee has set Wednesday for a hearing on the bill regulating the sale of bicarbonate of mercury. On Tuesday the Assembly Judiciary Committee will give a hearing on the bill on cumulative voting by directors of corporations to insure representation by minority stockholders.

The Republican committee, headed by Senator Elin R. Brown, party floor leader of the Senate, which was to select the method by which the proposed inquiry of State Departments, especially the highway department, was to be carried on, will meet to-morrow and draw up a final report, which will be presented to a conference of Republican Senators and Assemblymen Tuesday afternoon.

Whether or not the inquiry will be conducted by an assembly committee composed of Republicans or a joint committee of the Senate and Assembly on which all parties will have representation will depend on the report of this committee.

The hydroelectric bills will be presented to the Legislature to-morrow. One gives the State Conservation Commission power to regulate the flow of the rivers and streams of the State by the construction of dams and to sell the electric power developed at these dams.

Another appropriates \$650,000 for the construction of a hydroelectric plant at the barge canal dams in the Mohawk River at Coxsack and Placer's ferry to supply cheap electricity to cities and towns of the capital district, including Albany, Troy and Schenectady. This bill passed both houses of the Legislature last year. Gov. Glynn has promised to sign it, however, having been one of its chief advocates last year.

The third bill appropriates \$200,000 for a similar hydroelectric project at a point along the line of the barge canal to be selected by the Conservation Commission. Only a part of the appropriation is made available this year. A big fight against these measures is expected by the water power interests.

James W. Osborne, Gov. Glynn's graft hunter, will continue his inquiry of the State Highway Department on Tuesday. It is expected that Paul McLeod, ex-chief engineer of the department, may have something interesting to tell Commissioner Osborne when the hearing is resumed.

Mr. McLeod has written a letter saying that he is working for a railroad and that the extravagant and incompetent methods employed in the State Highway Department did not meet with his approval.

The so-called pie book of Highway Commissioner John N. Carlisle, which was said to contain the names of all men put to work in the department at the request of a political party, was a disappointment to Commissioner Osborne. It was predicted to-night.

A man who has seen the book declared that when Commissioner Carlisle took office he made a list of county leaders, State committee men, Assemblymen and Senators and members of Congress, along with a list of the roads in each of their territories.

Whenever a man came in to request the appointment of any one Commissioner Carlisle put it down in the book. It is said, and if the civil service rules did not interfere he made the appointments when feasible.

Mr. Carlisle does not seek to hide the fact that he wanted to name Democrats, and he thought that the best men qualified to select them would be the leaders and legislators. Mr. Carlisle is expected to be subpoenaed to hand the "pie book" to Mr. Osborne this week. Ex-Representative Akin of Gloucester first mentioned the book. He declared that Mr. Carlisle pulled it out on him when he asked the Commissioner about some appointments for Montgomery county.



AINES FIGHTING PENROSE.

Says Senator's Renomination Would Endanger Republicans.

WASHINGTON, Feb. 1.—Representative William Aines of Pennsylvania announced his candidacy to-day for the Republican nomination for Senator against Hanes Penrose. Aines is from Monroeville, Pa., and he says he will remain in the fight to wrest the nomination from Senator Penrose.

Aines says he concluded after careful consideration to "throw down the gauntlet to this modern political Goliath and engage him in battle for the freedom and rehabilitation of the Republican party."

Senator Penrose announced last night at the Fairhill Baptist Church, Fifth street and Lehigh avenue, that he would retire from public life at the expiration of his term in the Senate. Senator Oliver announced before the congregation of the church to answer seventeen questions propounded to him on child labor and other progressive measures by the Rev. Charles E. McGowan, the pastor.

Senator Oliver came out squarely against the initiative, referendum and recall, denounced Presidential primaries and other Progressive measures. He denounced the constitutional amendment which provides for the election of United States Senators by popular vote, and added: "But now that the proposition of the election of United States Senators has become a law I bow to the will of the people."

WOUNDED BY AUTO BANDITS.

Providence Man Shot After Refusing to Hand Over Life Money.

PROVIDENCE, R. I., Feb. 1.—Four automobile bandits operating in the north of Providence during the last week, and who were last night in the vicinity of Pawtucket, made their appearance here early to-day, attacking and twice wounding Frank C. Pettis.

Mr. Pettis, who is wealthy, lives on Broad street. He was driving his car to-night when he was 5 o'clock this morning when he brought his automobile to the garage at the rear of his house. As he alighted from the car three men, who but a few minutes before had left a fourth companion in charge of an automobile on the next block, sprang upon Mr. Pettis.

Mr. Pettis made a dash for the public street, dragging his car. The bandits opened fire, one of them bringing him down with a bullet which bored his ear. Recovering quickly he again started to run when a second bullet struck him in the back, causing a flesh wound.

The bandits ran in haste to their car and drove away at full speed.

SKYWARD LOOK CAUSES WRECK.

Engineer Watches Tower for Signals Instead of Track.

WILMINGTON, Del., Feb. 1.—Three railroad mail clerks were injured seriously in a rear end collision on the Pennsylvania Railroad at Perryman, Md., early this morning. Frank H. Hall of Washington, engineer of a train of express cars, ran his engine into the rear of a train of mail cars after having been stopped by a flagman from the latter train. The engineer was watching signals displayed from the tower of the train about and failed to see danger signals on the rear of the train itself.

The injured are A. T. S. Green, 555 R. B. street, Brooklyn, N. Y., foreman, left eye cut; W. J. Archer, Havre de Grace, Md., sprained back, and H. Gavey, 325 Northeast avenue, Baltimore, contusions on his left side.

The extent of the influence of these various causes of shortage, singly or combined, has not definitely been determined. It will be considered by the commission recently appointed by the Secretary of Agriculture to investigate the economy of the present meat situation.

U. S. MEAT SHORTAGE SHOWS BIG INCREASE

Official Figures Give 18,250,000 Animals Less Than Needed for Eating.

GRAZING LANDS CUT DOWN

Decline in Eastern Stock Raising and Hog Cholera Also Given as Causes.

WASHINGTON, Feb. 1.—There is a shortage of 18,250,000 meat animals in the United States, according to estimates of officials of the Department of Agriculture. The indicated total shortage of meat animals since the census of 1910 is nearly nine beef cattle, seven sheep and over three hogs for each 100 of the total estimated population in the country to-day.

In other words, it will require 18,250,000 more meat cattle, sheep and swine than the estimates show at the present time in this country to furnish to the present population the same meat supply that the census of 1910 showed to exist. These estimates are based upon reports from the Department's field and State agents and cover the entire country.

They have also been compared with those of the census of 1910 and with the records of tax assessors in the different States as far as they are available. The Department believes that these studies represent the most accurate information obtainable on the number and value of live stock, including meat animals.

The meat animal shortage is ascribed to three principal causes: Enlargement of farms upon the range territory.

Lack of a proper range leasing law permitting economical management and utilization of ranges. Shortage in the corn and forage crops due to severe drought in Kansas, Nebraska and Oklahoma in 1913, which caused the farmers in those States to dispose of their meat animals.

Increase in the value of land and the increased cost of labor and stock feed, resulting in greatly increased cost of production.

Decline in stock raising on farms in the East and South because of poor marketing facilities, resulting from many local slaughtering establishments having been driven out of business by the competition of the great central slaughtering establishments of the West and central West.

The temptation to sell live stock at the prevailing high prices rather than to continue to carry them with high priced feed, possible loss from disease or accident and uncertain prices the following year.

Enormous losses from hog cholera. The competition of high prices of other farm products.

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